

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY China

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REFERENCES

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Shanghai Railway Administration

1. In August 1952 the Shanghai Railway Administration was headed by YU Feng (0151/4426), the former deputy of the administration. He replaced HSU Hsueh-han (1776/7185/1383), who was transferred to the Ministry of Trade. There were four offices under the administration: the Shanghai Railway Office, the Nanch'ang Railway Office, the Hangchow Railway Office, and the Nanking Railway Office. The railway factory at Ch'ishuyen (N 31-44, E 120-04) on the Shanghai-Nanking Railway and the Nanking Ferry Control Office were also part of the administration.
2. The Shanghai Railway Administration had under it the following departments:
 - a. Railway Department, headed by LIU K'ai (0491/0418).
 - b. Engineering Department, headed by CH'EN Shan-chung (7115/0810/1813).
 - c. Transportation Department, headed by LI Hsiang-p'eng (2621/6272/7720).
 - d. Business Department, headed by TING Haien-tsu (0002/2009/4371).
 - e. Accounting Department, headed by KAO Chung-yuan (7559/0022/0337).
 - f. Political Department, headed by CHANG Chen-yu (1728/7201/7183) with HO Han (6320/0725) as deputy. The twelve members of this department were all from the East China Military Area. These members were responsible for the executive affairs of the administration.

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and for checking the thoughts of railway employees and workers.

- g. Public Safety Department, headed by WANG I-hsing (3769/0110/5887). It included four sub-departments and the Nanking-Shanghai and the Woosung-Shanghai columns of railway guards, and was responsible for the order and security enforcement.
 - h. Management Department, headed by LIANG Ch'ang-li (2733/2490/2867).
 - i. Personnel Department, headed by LIU Huai-ping (0491/2037/0393),
 - j. Cashier Department, headed by YANG Yuan (2799/3293).
3. The Shanghai Railway Office was headed by YANG Hsin (2799/0207); CH'EN I-ch'ing (7115/0076/0615) was the deputy. This office controlled the following lines:
 - a. Peiping-Shanghai Railway.
 - b. Canton-Shanghai Railway.
 - c. Nanking-Shanghai Railway.
 - d. Shanghai-Woosung Branch Railway, which operated from Wentsaopin (3306/5679/3464) to Paoshan (N 31-26, E 121-31).
 - e. Hangchow-Shanghai Railway.
 4. The Hangchow Railway Office was headed by TU Chien (2629/1696); CHENG Hui-kuang (6774/2585/ ?) was the deputy. This office controlled the line running between Chiahsing (N 30-46, E 120-45) and Chiak'ou (7037/0656) Station in Hangchow.
 5. The Nanch'ang Railway Office was headed by LIU Feng-ch'ih (0491/7685/3069). This office controlled the section of the Chekiang-Kiangsi Railway between Nanch'ang and Ch'uchou.
 6. The Nanking Railway Office was headed by LI Pao-wen (2621/1405/2429); T'ANG Ch'ing (0781/3237) as the deputy. This office controlled the section of the Nanking-Wuhu Railway between Chenchiang (N 32-12, E 119-28) and Wuhu (N 31-21, E 118-23) and the section of the Tientsin-Pukow Railway between Nanking and Hsuehou (N 34-18, E 117-16).²
 7. CHANG Chih-hua was superintendent of the Ch'ishuyen Locomotive Factory. The factory overhauled old locomotives and produced limited quantities of locomotive spare parts, such as steam towers (sic) and water injectors.
 8. The Shanghai Railway Administration, together with its four offices, had over 17,000 employees. Duties of the administration included the following:
 - a. Organization of "anti-America and support-Korea" railway groups.
 - b. Maintenance of bridges along the lines to insure the safety of train movements.
 - c. Increase of employee efficiency and the achievement of 500 kilometers a day for each locomotive.

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The Hengyang Railway Administration

9. In August 1952 the Hengyang Railway Administration controlled the Canton, Hengyang, Hankow, and Liuchow Railway Offices. The administration had jurisdiction over the Canton-Hankow Railway, the Hunan-Kwangsi Railway, and sections of the Peiping-Hankow Railway in Hupeh province.³
10. The Canton Railway Office controlled the Canton-Kowloon, Canton-Sanshui, and Canton-Nanning (sic) Railways and the Canton-P'engshih (N 25-19, E 112-58) branch line.
11. The Canton Railway Office had the following officials:

Head	LEI Ti-ming (7191/ ? /7686)
Chief of Engineering	CH'EN P'ei-ying (7115/1014/5391)
Assistant	CHO Wen-ch'ang (0587/2429/2545)
Assistant	LI Ch'u-pai (2621/2806/4101)
Chief of Railway Dept	LI Ch'uan-hsuan (2621/0278/6693)
Assistant Chief	LI Chien (2621/0369)
Sectional Chief of Engineering	CH'U Yin-ch'ang (0575/5593/2490)
Engineer	WANG Hai-po (3769/3189/3134)
Engineer	CHU T'ung-fu (2612/6894/1381)
Engineer	CHANG Te-ming (1728/1795/6900)
Chief of Personnel	CHAO Ming-i (6392/2494/5030)
Liaison Officer	CHIN Chen-jung (6855/2830/2837)
Chief of Canton-Kowloon Railway	LI P'eng-fei (2621/7720/7378)
Station Master at Shenchuan (N 22-32, E 114-08)	KU Chao-ch'ing (6328/0340/0615)

12. Officials in the Workers' Association of the Canton Railway Office included the following:

Chairman	LIU Wen (0491/2429)
Vice Chairman	KUANG Ch'ang-ch'uan (6782/2490/2938)
Secretary	CH'EN Shun-chung
Director	HO Chia-jih (0149/1367/2480)
Clerk	CHAO Ch'uan-mei (6392/1557/5019)

13. The Hengyang Railway Office was in charge of the section of the Canton-Hankow Railway north of P'engshih and south of Yoyang (N 29-28, E 113-12) and the section of the Hunan-Kwangsi Railway in Hunan province. This office had the following departments: railway, engineering, transportation, business, accounting, personnel, cashier, and traffic management. In addition there was a public safety bureau with four branch bureaus, one each in Canton, Hengyang, Liuchow, and Wuhan. All workers on the Political Committee of the Hengyang Railway Office were assigned by the Central and South China Administrative Area headquarters. The chief of the committee was LI K'o-ch'in (2621/0344/0530) and YANG Sheng-t'ing (2799/3932/1656) was the deputy chief. Other members of the committee were CHANG Hsu-ts'ai (1728/4872/2088), CHANG P'ing-hua (1728/1627/0553) and LI Chao-yun (2621/3564/7189). The committee was responsible for personnel and administrative affairs of the office and for the thoughts of the employees. Military representatives were present in all departments and were directly responsible to the Political Committee.
14. Officials in the Hengyang Railway Office were as follows:

Head	KUO Wei-ch'eng (6753/4850/6134)
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Assistant Head	LEI T'ieh-ming (7191/6993/7686)
Assistant Head	LIU Ch'uan-shu (0491/0278/2579)
Chief of Engineering Dept	SHIH T'o (4258/2148)
Assistant Chief	WU Yu (0702/3768)
Chief of Transportation Dept	YANG Lien-t'ung (2799/4886/2717)
Assistant Chief	LI Han-ping (2621/1383/0393)
Chief of Business Dept	LIU P'ing-yu (0491/1627/1342)
Assistant Chief	LI Hsia (2621/7209)
Chief of Railway Dept	OU Yang-fang (2962/7122/2455)
Assistant Chief	LIN Li (2651/4539)
Chief of Traffic Management	CHENG K'o-ming (6774/0668/2494)
Chief of Personnel Dept	HSU Man-huai (6079/2581/2849)
Chief Cashier	LI Fang-fu (7812/2455/3940)
Chief of Accounting Dept	CHOU Hsien-heng (0719/3759/5899)
Assistant Chief	CHANG Liang (1728/0081)

15. The Hengyang Railway Office had a business office in Canton at 217 T'ai P'ing (1132/1627) Road, North Canton. HUANG K'o-ch'iang (7806/0344/1730) headed this office. Communist customs officials and secret agents worked at this office, which handled baggage, parcels, and passenger transportation.
16. The Liuchou (N 24-18, E 109-16) Railway Office controlled the section of the Hunan-Kwangsi Railway in Kwangsi province north to Laipin (N 23-42, E 109-16).
17. The Wuhan Railway Administration was in control of the section of the Canton-Hankow Railway north of Yoyang to the east station in Wuch'ang (N 30-32, E 114-17) and of that section of the Hankow-Peiping Railway in Hupeh province up to Hsiaokan (N 30-56, E 113-55).
18. By early August all bridges on the Canton-Hankow Railway had been repaired with the help of Soviet experts. The bridge connecting T'ai-p'ingli (1132/1627/6849) and Paishihtu (4101/4258/3256) in Ch'enhsien (N 25-18, E 112-59) was repaired on 10 July. Trains usually had from 32 to 38 cars, and their speed had been increased to a maximum of 55 kilometers per hour. The freight handled came mainly from Communist-controlled native products companies and from military supply depots; little civilian freight was handled.

25X1A [REDACTED] Comments.

1. The offices are probably sub-bureaus with the same organizational set-up as the Shanghai Railway Administration but on a smaller scale. However, the operating sections or lines under the supervision of each office, particularly those of the Shanghai and Nanking Railway Offices, are questionable. According to a timetable issued for passenger trains on the lines under the control of the Shanghai Railway Administration (Shanghai Wen Hui Pao, 16 June 1952), the lines are grouped as follows: Nanking-Shanghai, Shanghai-Hangchow-Chuchou, and Nanch'ang-Ch'angsha. It is believed that any division of lines under the supervision of the respective offices would be similar to that indicated in the timetable.
2. The railway between Hsuehou and Nanking is under the jurisdiction of the Tsinan Railway Sub-Bureau and it is unlikely that it would be part of the Nanking Railway Office.

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3. [REDACTED] the Hengyang Railway Administration controls the Canton-Hankow, Canton-Sanshui, and the Hunan-Kwangsi Railways. The responsibility for the management of these railways was divided into the following administrative branch offices (sub-bureaus): Hankow for the Hengyang-Hankow section, Canton East Station for the Canton-Hengyang and the Canton-Sanshui sections, and Liuchou for the Hunan-Kwangsi Railway. [REDACTED] for additional information on the operation and organization of the Hengyang Railway Administration.

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